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Hongkong, 28th May, 1904. [a138]

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Hongkong, 21st December, 1903. [a138]

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Hongkong, 16th May, 1904. [a135]

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Hongkong, 10th June 1903. [a1082]

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Hongkong, 31st October, 1902. [a149]

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THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
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WM. FARMER,
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MACAO**
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongshan*), daily to and
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THE MANAGER. [a1234]

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The BUSINESS of the HONGKONG DISPENSARY is now being CARRIED ON in ALEXANDRA BUILDINGS, DES VŒUX ROAD.

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NOTICE TO CORRESPONDENTS
Our communications relating to the news columns should be addressed to THE EDITOR, and should be accompanied by the names and addresses of the correspondents. Communications for publication should be written on one side of the paper only. No anonymous communications will be accepted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Code: A.B.C. 6th Ed. H.K. 10th June, 1904.

BIRTH.
On the 4th June, at 42, Whampoa Road, Shanghai, the wife of E. von Hirsch, Austro-Hungarian Consul-General, of a son.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, OIL
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 10TH JUNE, 1904.

The Shanghai branch of the China Association takes itself very seriously, and rightly so. As most men thus regard the affairs in which they interest themselves; and as it has never been demonstrated that the cynics of the study chair, the philosophers of the Superior Pessimism, manage to get any "forrader" than most men, the fact need not be accounted to the Shanghai members for unvision. None the less, the suggestion may be made, and that without offence, that perhaps they have been recently regarding their doings, or failures at doing, with an exaggerated respect. At their last meeting, it appears, there was talk of a crisis: wild talk of a crisis in the matter of British interests in China, and less startling references to a supposed crisis in the history of the local organisation. The Committee had threatened to resign, because attempts to amalgamate with the China League had not been welcomed with the fervour expected of the sister society. Through most of the speeches ran a note of complaint, that the Foreign Office at home would not sufficiently hearken to the well-informed counsel of the Association. Their communications were being "pigeon-holed," a method of treatment regarded by some of the earnest local patriots as hardly less than insulting to themselves. They were quite convinced, naturally, that none at home could understand the conditions or the needs so well as they in China. The apparent futility of all their efforts to further British interests, the lack of appreciation on the part of a seemingly

unsympathetic Government, had so given them pause that with becoming gravity they were now considering the momentous question: "Shall we give it up and leave the Empire to its fate?" Fortunately, wiser thoughts emerged and floated finally on what had seemed a sea of despair. A committee was appointed to struggle on doing the best it could. For this sensible decision, the Association deserves congratulation.

Lightly, almost frivolously, as we have just esteemed this crisis of theirs, there is absolutely no hostility of intention. Things accomplished by them may well inspire gratitude; and yet no poignant anguish be experienced because they cannot achieve all they would. No doubt it is disappointing to well-meaning volunteers of assistance and advice, when such assistance is not hailed with enthusiasm, or such advice not promptly and implicitly acted upon; but that is not sufficient foundation for the tone of hopeless distrust of the Government which characterised some of the speeches given. It that was as much of the element of bathos as there was in the announcement of a member that the Empress Dowager of China had ordered the extermination of all the "foreign devils," and that her Viceroys were even now but waiting a favourable opportunity to execute at once her orders and the subjects thereof. To do the majority justice, this argument in favour of the Association's striving to be up and doing something, no matter what, was not received with much *emprossment*. The nominal if not the principal, object of the Association is the education of public opinion, much as the case is with the Navy League; and it seems a little inconsistent, therefore, to hold (as in this instance) its meetings *in camera*. It is not to be supposed that our Governmental leaders at home would have proved unduly susceptible to the criticisms made upon their methods; still less that they might, as this committee did, have talked, in consequence, of resignation. The fact is that the British Government has a happy knack of continuing the national undertakings even when some of its constituents are prone to despair. If Associations waver and relinquish the plough-handles at times, its Consuls and its Ministers persevere, and it is to be presumed it manages to absorb some little information of what is really going on, even so far away as China. Great Britain may not be so supreme in North China, the sphere of her influence not so great or so sharply defined as the members of the China Association would like to see it; that misguided aliens should persist in considering Shanghai an international port may be unpleasant; still, the task of Remond and Remus was not accomplished in a single day. Let our northern neighbours take heart, and be of good courage. We have a sneaking suspicion that the affairs of the Empire, like those of this Association which has them so much at heart, may not be in such desperate straits after all.

After all, it is not so much a matter of indifference as the matter of a definition of "British interests" in China. It has always been patent, *valgré* the saying that trade follows the flag, that statesmen and traders define British interests from differing points of view. Just now British patriots in India are vehemently upbraiding the Home Government for a certain "tuppence on tea." Both ends of the wire are intent on British interests, but from what various viewpoints! Similar divergences of opinion are possible as between the Foreign Office and the China Association.

The number of plague cases notified in the twenty-four hours ended at noon yesterday was 11, all Chinese, and every case was fatal.

Sir Robert Hart's house at Peking was broken into on the 23rd ult. The burglars stole a small box containing over 850, together with a press copybook containing valuable records. Up to the time of the mail leaving for the South no arrest had been made.

The circulation of silver in Formosa, is to be officially prohibited. The silver notes now in circulation will be replaced by gold notes, but silver will still be accepted in payment of taxes for the time being. The intended currency reform at this juncture is generally considered timely. It will not materially affect foreign trade in Formosa.

The Acting Commissioner of Customs at Yochow in his report on the trade of the port says it is to be regretted that no European Community is likely to enjoy the pure air and open plain of Yochow, doubtless the healthiest town in the Yangtze Valley.

An interesting ceremony took place last week at the offices of the Shanghai Horse Bazaar Co., Ltd., the occasion being the presentation by a few old Shanghai friends of a handsome silver salver to Mr. Henry Symons, on the eve of his departure for home, as a token of their esteem and respect for him.

On the 28th inst. the Chinese community of Penang held a meeting at the Chinese Town Hall to consider certain proposals for general reform. It was decided to have a meeting at the Town Hall once a month and to adopt some uniform religion such as Confucianism. This was agreed to after a lengthy discussion, and about 150 names of those willing to attend were handed in.

Now that we have another theatrical company with us, the need for fans in the Theatre Royal is more pronounced than ever. It is a wonder that electric fans were not installed at the time the theatre was renovated recently. The Theatre Royal in Calcutta is fitted with these comforts and they do not interfere in any way with the view of the stage, as will be seen from a photograph of the proscenium exhibited at the Robinson Piano Co.'s store.

Yesterday was the day fixed for the trial at Canton of Abdul Tehalik, an Indian who is accused of the murder of another Indian named Mohammed Gamel at Shtankok, in Chinese territory. As the Chief Justice, Sir Hiram S. Wilkinson, only arrived from Shanghai on Wednesday afternoon, the trial has been postponed till next Tuesday. Hon. H. E. Pollock, K.C., will conduct the prosecution on behalf of the Crown, and Mr. F. Ellis, Shanghai, will appear for the defence.

Part IV. of the Diary of the Russo-Japanese War, which is being issued from the *Kobe Chronicle* office, has been forwarded to us by Messrs. Brewer & Co., the local agents. The full-page illustrations in this number include one of Marquis Ito and his suite, which formed the Special Mission to the Korean Court; another is the first group of war correspondents allowed to proceed to the front; and there are many other illustrations of interest, including a *fac-simile* of the war note (value ten sen) issued by the Japanese Government for the use of the troops in Corea.

By kind permission of the Commander of Police, the String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 11th June, and will play at the hotel every Saturday during the summer:—
March, "The Summer Girl" Victor Merceron
Overture, "Jolly and its" Carl Albert
Waltzes, "Edora" P. Ballozzi
Selection, "Merrilland" W. S. Milton
Waltzes, "The Last Waltz" A. S. Sullivan
Intermezzo, "Cavalleria Rusticana" P. Mascagni
Gavotte, "La Princesse" A. Gribovsky

During the Japan-China War the output of coal in Japan was greatly decreased on account of a large number of miners being engaged as military coolies, but the present war with Russia has not affected the output in the least degree, says the *Nagasaki Press*. The quantity of coal produced from the mines in the Chikuhō district, Kyushu, in the month of April was estimated at 500,113 tons, showing an increase of 322 tons and 1,300 tons respectively over the returns for March last and the month of April of last year. The aggregate output of the Chikuhō collieries from January to April last was 1,712,022 tons, against 1,522,196 tons for the first four months of 1903.

One of the sentiments most applauded at the discussion opened at the Constitutional Club, in London, recently, by the Baron Suematsu, until recently a member of the Mikado's Cabinet, was that expressed by the Military Attaché of the United States. In the course of some reminiscences of the China-Japanese War he described, says the *Globe*, the extraordinary effect produced upon the few foreigners present when the Japanese officers assembled to celebrate their victories, and after the playing of the Japanese Anthem, saluted with marked and intentional respect, the strains of "God Save the Queen," which followed. "I received," said the United States Attaché, "that Anthem with the respect due to the Flag of my country or to the religion of my mother."

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner to-night (weather permitting):—
March, "The Washington Post" Emil Titi
Overture, "Des Koenigs Lieutenants" Leslie Stuart
Selection, "Flower Song" Macbeth
Serenade, "The Belle of New York" Macbeth
Waltz, "Blue" Macbeth
Tarentelle, "The Original Napoléon" Julian "God Save the King."

MENU.
Hors d'Œuvres
Scotch Eggs
SOUP
Turtle
PICKLED
Boiled Fish and Egg Sauce.
ENTREES
Roast Pigeon
Stewed Sweet Bread and Mushrooms
Pate-de-foie-gras en Aspic.
JOINTS
Roast Sirloin of Beef
Roast Yorkshire Ham
SWEETS
Shrimps
SALAD
Scotch
VEGETABLES
Boiled Potatoes
Green Peas
Potato Croquette
Stewed Melons.
FRUITS
Plum Pudding
Mango Ice Cream
Finger Cake
Fruits in Season.

TELEGRAMS.

[REUTER'S SERVICE.]

SALE OF A GERMAN LINER TO JAPAN.

LONDON, 7th June.
The S.S. *Hochheim*, of the Hansa line, Bremen, has been purchased by the Japanese Government.

ACCIDENT TO THE S.S. "PLEIADÉS."

LONDON, 7th June.
The *Pleiades* from Yokohama has arrived at Vancouver having been towed 800 miles after losing her propeller.

[N.C. DAILY NEWS SERVICE.]

TIBET.

LONDON, 31st May.
The *Standard* says that the determination and resource shown by the Tibetans in the Pala affair give an impression that the now inevitable advance on Lhasa may be a more serious military task than it was expected to be.

It would be rash to begin a decisive movement until a force is collected which will render success certain.
The *Daily Telegraph* says we shall go to Lhasa despite the fighting piety of the Lamaseries; but the problem of organisation will be quite worthy of a little of Lord Kitchener's personal attention.

THE STANLEY OPERA CO. AT THE THEATRE.

Miss Fanny Stanley's Comic Opera and Dramatic Company opened a short season at the Theatre Royal last evening with *Dorothy*, a comic opera in three acts. The Company in the performance of this delightful and ever-popular comedy of old English life made an excellent impression, and deserved a full house. The singing was a great improvement on what we have been lately accustomed to at the theatre; indeed last night's performance revealed some really good voices. The solos "Queen of my Heart" and "Be wise in Time" were specially appreciated, while the chorus showed careful training and the concerted pieces were well rendered. If the Company maintain the same level of excellence in the other pieces they are announced to play they deserve larger houses than they unhappily had last night.
To-night the company play *Harbour Lights*.

"HOIHAO" TO BE SALVED.

We understand that the Hongkong and Whampoa Dock Co., Ltd., intend to undertake the salvage of the French steamer *Hoihaio*. Mr. J. Ross, engineer, will probably go down to Hainan in charge of the necessary appliances and workmen by the s.s. *Hanoi*. About three weeks ago the *Hoihaio* went badly ashore on the bank at Hainan Head. Some days later the wind shifted and at high tide the vessel floated off her bed of hard sand and went on the rocks. She is an old steamer of 500 tons, and had been plying on the Haiphong-Peking-Hoihaio-Hongkong run. She was built by Messrs. Hall, Russell & Co., of Aberdeen, in 1880, being now registered under the name of *Marty* and D'Abbadie.

A HONGKONG RESIDENT SHIPWRECKED.

Mr. David Benjamin, ex-manager of Mr. N. Lazarus's optical establishment of Queen's Road, Hongkong, writes from Lisbon, saying that he was shipwrecked while on a voyage from Egypt to America by the German East Africa s.s. *Kurfurst*. When four days out from Naples, at 2.30 a.m. on the 5th ult., the steamer struck a rock in a fog off Cape Sagred, situated about 100 miles from Lisbon. There were 100 passengers on board, all of whom were saved and brought to Lisbon on a small tug. Had there been a high sea, however, things would have been different. Mr. Benjamin was accompanied by his mother.

The *Kurfurst*, a vessel of 3,700 tons, has become a total wreck.

THE Y.M.C.A. NEW ROOMS.

To-night the new rooms of the Young Men's Christian Association will be formally opened, and speeches will be made by H.E. F. H. May, C.M.G., Hon. Gershom Stewart and Rev. W. J. Southam, general secretary. The new premises are handsome and well fitted, occupying the whole top flat of Alexandra Buildings. There are 24 bedrooms, a spacious dining-room, a billiard-room, smoking-room, writing-room, a well-stocked reading-room, drawing-rooms and class-rooms, while the hall into which one steps on leaving the lift is fitted up comfortably as a lounge-room. The fittings throughout the premises are excellent in every respect. It is expected that the whole place will be in full occupation by the 1st of July. Educational classes will be started when once the "hot weather" is at an end. It is interesting to note that success has attended the Chinese class which has been conducted during the past three months by Rev. W. Bridge, who taught the class, not in the ordinary individual style generally employed in teaching Chinese, but on the lines used in European schools. Chinese will be among the subjects when the classes re-start.

THE WAR

[FROM OUR OWN CORRESPONDENT.]

THE MURDER OF A WAR CORRESPONDENT.

TIENTSIN, 9th June.
The American Consul at Newchwang has held an investigation into the death of Mr. Lewis Etzel, the war correspondent of the *London Daily Telegraph*. The evidence revealed that Mr. Etzel was brutally murdered by Chinese soldiers while sailing on the river.

Mr. Ernest Brindle, war correspondent of the *London Daily Express*, was in the same boat, but managed to escape.

[REUTER'S SERVICE.]

MOBILISING RUSSIA'S FIRST ARMY CORPS.

LONDON, 7th June.
The Tsar has ordered the mobilisation of the first Army Corps, which includes the St. Petersburg district.

General Kuropatkin reports a five hours' fight on the 3rd instant at Khotanapulse, 18 miles West of Fenghuangcheng. The Japanese attempting to advance from a fortified position were driven back by Cossacks, assisted by field guns. Sixteen Cossacks were wounded.

THE RUSSIAN BALTIC FLEET.

LONDON, 7th June.
Naval experts are convinced that the Baltic fleet, whose date of departure is constantly deferred, will never reach the Pacific, even if it starts.

[RUSSIAN OFFICIAL DESPATCH.]

ANOTHER VERSION.

MOUKDEN, 3rd June.
Our cavalry had on the 30th May an engagement near Wu-fang-kou with a Japanese detachment consisting of two or three battalions and two squadrons of cavalry. One Japanese squadron was nearly annihilated by one of our squadrons of Siberian Cossacks, with whom they had a hand-to-hand fight, while another Japanese squadron suffered very great losses from our dismounted men. Our losses are insignificant.

[FROM THE "SIN WAN PAO."]

GUARDING STORES.

CHINCHOW, 3rd June.
A suitable place in Kaiyuen has been chosen for the accumulation of the military provisions recently removed from Liaoyang, which are being guarded by over 3,000 Russians, comprising infantry, artillery, and cavalry. Chinese labourers are being employed in works connected with the laying of mines; in Hsintaitze, Hsuehchitz, and Wenchien forts have been erected with guards.

THE REAL OBJECT.

CHINCHOW, 3rd June.
According to information from an English war correspondent here the real object of the Huangtzes (mounted bandits), who left Newchwang for Saitze some time ago, is not to destroy that section of the Russian railway there, but to plunder the Russian provisions and munitions of war which, as they hear, had just been removed from Kuiping to Tangkangtzee en route for Liaoyang.

RUSSIANS RETIRE.

CHINCHOW, 3rd June.
Although between 4,000 and 5,000 Russians have kept coming to Newchwang, they do not seem to entertain any idea of opposing the Japanese; they are preparing to retire. They have destroyed nearly the whole of the railway from Newchwang to Tashichia, leaving only one branch intact, which will be utilised in the retreat.

[FROM THE "UNIVERSAL GAZETTE."]

THE COREAN MINISTER TO ST. PETERSBURG.

TOKYO, 3rd June.
The Korean Minister to Russia was instructed by the Korean Emperor to return to St. Petersburg as soon as he arrived at Berlin. The Minister is said to be entirely under the orders of the Russian Government.

THE STATE OF PORT ARTHUR.

CHEFOO, 3rd June.
Chinese carpenters who escaped from the dockyard at Port Arthur to this port, report that the Russian authorities at Port Arthur have recently had five of their warships beached and the large guns removed from them. These guns were to be used by the marines who have been converted into land troops and have gone north. Twelve or thirteen torpedo-boats and destroyers were seen in the eastern harbour. Our informants also report that although the Russians declare that the provisions at Port Arthur will last them three full months, the truth is that they will be exhausted in about two months. In the dockyard are now six hundred Russians and a hundred native workmen and coolies, and as the latter were not paid and their provisions were gradually dwindling, they thought that it was more advisable to escape from the place.

[FROM THE "UNIVERSAL GAZETTE."]

RUSSIAN TROOPS IN COREA.

TOKYO, 1st June.

A telegram from Seoul, Corea, states that Russian cavalry arrived at Pitsin, in the Province of Hsichentsin, on the 28th ultimo and Hun yuan on the 28th.

CONDITIONS AT NEWCHWANG DESCRIBED.

A resident in the Colony has received the following communication from a relative in Newchwang:—

Newchwang, 28th May.

"I left Chefoo on the 19th inst., and arrived here on the 21st. I heard that the Russians had evacuated the place and that the Japanese were about to arrive, and thought that I would come and have a look see. I set sail in the s.s. *Doverie*, which after unloading her cargo at Chefoo, came up to Newchwang on spec. for business. Owing to strong westerly currents we approached Port Arthur somewhat closer than we intended. We saw the searchlights 30 miles off, and were under the impression that they were the Japanese fleet. At one point we must have been within eight miles of them, the lights being turned upon us for several minutes. When the captain discovered our position he was in a rare funk over the mines, all the more so as he had his wife on board. On arrival at Newchwang we had to wait a day outside the three-mile limit until the Russians came off to search us. We found Newchwang all quiet, plenty of Russians patrolling the streets with fixed bayonets. They are fine big fellows, but clumsy and exceedingly dirty. The town is under martial law; at nightfall the streets are deserted, and all lights have to be extinguished or screened after nine o'clock. I don't think there are more than 400 or 500 troops at present stationed here; they come and go, and it is impossible to know how many are here at any given time. The other day a squadron of Cossacks marched through going south, no doubt to meet the Japanese, who are stated to be within thirty miles of this place. There will be no fighting at Newchwang between the Russians and Japanese. As soon as the latter advance a bit further north, the Muscovites will skip out of here quick, or they will have their line of retreat cut off. There are about six or seven correspondents staying here, who when they have nothing else to send, concoct yarns about Huangtzes (bandits), 8,000 of whom are said to be lying low ready to plunder the place in the interval between the evacuation by the Russians and the arrival of the Japanese. I have not seen any of them myself, but everybody says they're here—got rifles hidden away in temples all ready to fall upon anybody and everybody at the shortest possible notice. As regards the aspect of Newchwang—well, I thought Chefoo was bad, but it is paradise compared with this mudflat. I can with a clear conscience say that it is the worst place I have yet struck in my peregrinations. The roads are simply ditches, thick with dust in dry weather and knee-deep in mud in wet; the houses have got a melancholy look that reminds one of so many masterless dogs, dilapidated, with walls composed of dried mud. The place is built on a mudflat, and not a solitary tree is to be seen to relieve the monotony of the swampy-looking plains stretching beyond the town. Everyone you meet, both foreigners and natives, look as if they had denied themselves of baths since the commencement of the war; no decent drinking water is to be had, and a whisky and soda costs a shilling—pretty stiff in a country where there is practically no duty to pay! There is only one "hotel" here, where they give you poor chow for a pound a day."

RUSSIAN ORDER FOR FRENCH RIFLES.

The *Petit Parisien* announced on the 9th ult. that the Russian Government have given an order to the Manufacture Nationale d'Armes de Saint Etienne for 200,000 Lebel rifles. It is added that the order is to be completed at the rate of 500 rifles a week.

THE RUSSIAN LOSSES.

The number of victims of the *Petrovavlovsk* disaster has been officially returned as 40 officers and 750 men, total 790—that is to say, remarks a London paper, just about a seventh part of the British total loss in killed during the Boer war. The bloodiest action in that war was Spion Kop, where the killed outright numbered 324. Our total number of killed in the war lasting over two and a half years was 5,774; while the Russian Navy in the Far East has already lost about a fourth of that number in killed and drowned.

CHINESE NEUTRALITY.

The spectre that haunts the minds of Russians is that at some critical moment China will suddenly declare herself openly on the side of Japan. This dread, says a correspondent of the *Times*, has naturally been increased by the news of the Japanese victory on the Yalu, and the *Novoe Vremya*, in a recent leading article on the subject, only thinly disguises its anxiety by adopting a violently unambiguous tone. The real danger in the situation, it says, lies in the effect that the Japanese victory may have upon China, and it urges that Russian diplomatic agents should put forth every effort to pacify the minds of the Chinese at the present moment. The Chinese Government should be reminded that a breach of neutrality committed at a time when Russia had suffered a temporary reverse would constitute an especially heinous offence against international equity. The *Novoe Vremya* further suggests that the representations of Russian diplomatic agents should, in view of the peculiar character of the Chinese Government, be enforced by military demonstrations.

AN IRISH MEMBER OF PARLIAMENT IN A RECENT

debate on the tea tax declared that he himself had lived longer than ever he did before owing to his liberal consumption of tea.

THE CHINA LIGHT AND POWER CO., LD.

ANNUAL MEETING.

The third ordinary annual meeting of shareholders in the China Light and Power Company, Limited, was held yesterday at the office of the Company, 11, Des Vaux Road. Mr. C. A. Tomes presided, and there were also present Hon. Sir Paul Chater, C.M.G., Mr. H. P. White, Dr. J. W. Noble (consulting committee), Messrs. A. G. Gordon, A. Babington, Fung Wa Chun, and R. Henderson (secretary).

The Secretary having read the notice convening the meeting.

The Chairman said—Gentlemen.—Unless a request is made to do so we shall save time by omitting, as usual, the reading of the report. The Company has made considerable advances since the last meeting, and we hope for steady progress now towards a dividend basis. The Chinese demand for electricity in Canton is as active as we could wish, and we have all the new instalment work in hand to which we can conveniently attend. The number of skilled wiremen is limited and all we have are fully occupied, and others are taken on as fast as they become educated. The large fire in the Canton native city in February was unfortunate for us, as besides the destruction of poles, wires, transformers, etc., our revenue was curtailed for some months. Of the three main engines lately ordered one is in position, and was started in April and is doing very well, and the second is nearly ready; the smaller one for the day load is now running, and relieves the strain previously borne by the main engine, and will give a more satisfactory and economical supply of current. Almost all the foreign residents in Shantou are customers of the Company, and in the native city the wiremen are entering the official district and the houses of the well-to-do gentry. The revenue from the Kowloon plant increases slowly, but profitable business is being done in time as there can be no doubt about the future importance and development of the peninsula. The accounts are very fully set forth in the printed sheet. All important capital expenditure we trust has come to a stop for some time to come. On line at installations further outlay must continue; business grows, but this should be partly met by revenue and we hope to expend nothing further for the present on buildings or machinery. Depreciation was amply provided for the account of July 31st last, so nothing has been allowed on this score in the February account. Arrangements are still in progress about the new shares, and we have received applications for some 10 per cent. of the authorized new issue. If any shareholder should want a portion he has only to apply, as it is desirable the Company's floating indebtedness should be reduced.

No questions being asked, and the Chairman proposed and Sir Paul Chater seconded that the report and accounts be adopted.

The motion was agreed to.

On the motion of Mr. Fung Wa Chun, seconded by Mr. A. Babington, Hon. Sir Paul Chater, Dr. J. W. Noble and Mr. H. P. White were re-elected to the consulting committee.

Mr. Gordon proposed, Dr. Noble seconded, and it was agreed that Messrs. W. H. Potts and A. O'D. Gaudin be re-elected auditors. This was all the business.

THE PEAK CHURCH.

The report of the committee for the year ended March 31st, 1904, says—

During the year a celebration of the Holy Communion was held every Sunday at 8 a.m., and it may be noted that there has been a large increase in the number of persons availing themselves of this service. During the winter months the arrangements made last year were again in force, children's services were held on the first and last Sunday of each month by the Rev. C. H. Hickling and the Rev. F. T. Johnson respectively, and on the remaining Sundays of each month a Sunday School under the superintendence of the Rev. F. T. Johnson was conducted by Mrs. Benson, Mrs. Pritchard, and Miss A. C. Goodman. The committee thank these ladies for their assistance in the Sunday School, and their thanks are also due to the different clergy who have conducted services in the church during the year. The offerings, which amount to \$448.70, show a considerable increase, and in spite of having to meet a large bill for repairs executed during the previous financial year, there remains a credit balance of \$531.91. The accounts were kindly audited by Mr. F. B. L. Bowley.

THE IMPRECATORY PSALMS.

A missionary in China has sent the following to one of the house religious journals:—

"In the siege of the Legations at Peking, in the summer of 1900, were two very famous men among the many famous men and women there. One was Professor Gausewell, the American Methodist missionary, who was appointed by Sir Claude MacDonald as superintendent of all the fortifications; the other was the Rev. Arthur H. Smith, D.D., the well-known writer on Chinese subjects, and the author of the best book on the troubles of 1900. These two men met one day in the Legation compound. The Imperial soldiers and fanatical Boxers were firing on the Legations with untiring energy, and it behooved Mr. Gausewell to be there, there, and everywhere to see that all was right. They had only time for a word of greeting, but Dr. Smith, who is nothing if not apt and witty, looking towards the wall from where the shells were being thrown, said to Mr. Gausewell, 'I say, Gausewell, there is some use for the Imprecatory Psalms after all.' I do not know whether this has been put on record. I had it from Mr. Gausewell himself, and respectfully hand it on."

SUPREME COURT.

Thursday, 9th June.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

APPLICATION TO WITHDRAW A PETITION REFUSED.

In the case in which an interim petition for a receiving order had been granted on the application of the Sui Kat Bank on the estate of the Tang Chan firm, Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors, applied to have the petition withdrawn and the interim order discharged. Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, represented the debtors.

Mr. Harston stated that two affidavits had been filed—one by the managing partner of the petitioning firm and the other by the manager of the debtor firm. There would be about 60 per cent. paid on the debts.

His Lordship asked Mr. Harston if he could quote any case in which leave had been given to withdraw a petition after an interim receiving order had been granted.

Mr. Harston replied that he had looked, but was not able to find such a case.

His Lordship said it was very seldom that an application was made, after an interim receiving order had been made, to withdraw the petition. The usual course, if the debtors were prepared to make a proposal and the creditors to accept it, was to call a meeting of creditors.

The Official Receiver (Mr. Bruce Shepherd) mentioned that Sir Fielding Clarke had on one occasion refused to make an order in a similar case, because he did not know who might be damaged.

His Lordship—What do you say, Mr. Goldring?

Mr. Goldring—I am more or less a passive spectator. I may mention that neither of my clients, another partner in the debtor firm, has committed suicide in Canton.

His Lordship—Well, I do not see that has anything to do with the law, though it may be bad for him.

After some further discussion, His Lordship said he must decline the application as he could find no authority for granting such an application. The matter must be gone about in the ordinary course, and the debtors' proposal submitted to a meeting of creditors.

COSTS.

In the case of the bankruptcy of the Chi Loong firm, *ex parte* the Goo Tek Sang, Mr. Goldring appeared in support of an application by the petitioning creditors for payment of costs under Section 2 of Ordinance 24 of 1895.

His Lordship granted the application, stating that he had come to the conclusion that the property of the debtors in respect of whose estate the receiving order was made had been preserved for the benefit of the creditors by means of the legal proceedings brought by the applicants. Mr. Bruce Shepherd had very properly cut down some of the costs. He understood the assets were quite substantial and would pay over 50 per cent.

The Official Receiver—Yes, my Lord.

His Lordship granted the application.

F. NOLLE'S BANKRUPTCY.

Frederick Nolte, late of the Hotel America, Wyndham Street, applied for a receiving order and to be declared bankrupt. He was represented by Mr. F. Paget Hett, solicitor, of Mr. G. K. Hall Brutton's office.

His Lordship asked if the debtor was the same man that gave evidence some time ago before him in an embezzlement case?

The debtor replied that it was he who gave evidence. The defendant on that occasion was Paul Rosche, who was manager of his cigar factory.

His Lordship remarked that they did not appear to be very successful; one man charged with embezzlement and another in bankruptcy.

Mr. Hett stated that the petition was made in consequence of a resolution come to by the creditors, and it was quite probable that an arrangement would be arrived at.

His Lordship asked how the hotel did not pay; it ought to do a roaring good business.

The debtor deposed that he had lost money in the cigar factory. He had been connected with the Manila and Hongkong Cigar Manufacturing Co., but was separated from it now. He sold the hotel for \$18,000 last month. Out of that sum he had paid \$5,000 on a bill of sale, \$3,000 on a promissory note, and other items.

His Lordship granted an order.

The Court adjourned till next Thursday.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

ALLEGED BREACH OF CONTRACT.

Joseph Heuroux, London, sued Paul Lemaire & Co., Hongkong, for \$333 damages sustained by the plaintiff by reason of a breach by the defendants of a contract made on 25th September, 1903, for the purchase of 1,000 cases of tin plates. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. G. K. Hall Brutton, solicitor, for the defendants.

Mr. Grist stated that defendants telegraphed to plaintiff asking for those tin plates, and in reply he telegraphed stating the price. Subsequently defendants telegraphed to cancel all orders. Plaintiff wired back declining to cancel the order, whereupon he received, "Cancel all orders; are now in liquidation." When the tin plates were re-sold they realised only 4,000, whereas the price fixed upon between the parties was 2629.3s. 4d. The damages claimed represented the difference between these figures.

Mr. Thomas Morrill, representative of Charles Heuroux in Hongkong, gave evidence of having received the order.

Mr. Brutton's defence was that there was no contract, as the telegram asking what the price of the plates was, was not an order; also that the damages claimed were excessive.

His Lordship reserved judgment.

POLICE COURT.

Thursday, 9th June.

BEFORE MR. H. H. J. GOMPERTZ. (ACTING POLICE MAGISTRATE.)

THE MAJOR AND HIS LANDLORD.

Major Strickland, I.M.S., residing at No. 3, Barrow Terrace, Kowloon, was charged with assaulting Mr. Ho Yu Ming, secretary of the Sam Wang Loan Investment and Agency Co., of No. 81, Queen's Road Central, trustees for the houses in Barrow Terrace. The Major issued a cross-summons for using insulting behaviour. Mr. G. C. C. Master, solicitor, of Messrs. Johns, Stokes and Master, appeared on behalf of Mr. Ho Yu Ming.

Plaintiff stated that while taking a glass of whisky and water with a friend at his office, Major Strickland came and asked to have a stove-pipe cleared; the rain had caused it to get choked up with soot. When witness spoke about the terms of the lease, Major Strickland said "I don't care a damn for the lease." Witness turned away then, and he and his friend sipped their whisky. As soon as he put down his tumbler half full of whisky and water, Major Strickland took the glass up and flung the contents into his face. The whisky blinded him for about two minutes, some also going into his nostrils and some on a picture about three feet behind him. On recovering, witness asked him why he did that, the Major replying, "Why do you turn away when a gentleman is speaking to you?" Corroborative evidence was called by the plaintiff.

Major Strickland stated that the chimney became choked through a structural defect in the house. He thought the man was most insolent in turning away and sipping whisky when he was speaking to him.

His Worship held that after the Major had said, "I don't care a damn for the lease," the other wanted to, close the discussion, further argument being impossible, and he did so in a somewhat ungracious manner. He fined the Major \$10 and dismissed the cross-summons.

AN AMUSING CASE.

An actor of the Tipping Theatre was rudely awakened by the fall of his clock. Jumping up he found a man was under the bed. The culprit was arrested.

Defendant said he went under the bed "to look for a friend." He was sentenced to six weeks' imprisonment and six hours' stocks.

THREATENED WITH A KNIFE.

A Japanese tattooer was assaulting another man when a district watchman made an attempt to separate them. The former then threatened the watchman with a knife.

The culprit was fined \$10 or 14 days.

AN OLD OFFENDER.

A Chilean, for the ninth time charged with being drunk and disorderly, was fined \$10.

NO JOBS.

Two Chinamen called on some prostitutes, representing themselves as being sent out for subscriptions by the priests of the Second Street Temple. They said that if the women gave them money a joss procession would visit their street on the 5th June, and the women subscribed. As no joss came they reported the matter to the police, who arrested the men. The couple were charged, with obtaining money by false pretences and sentenced to six months' imprisonment and six hours' stocks.

STOLEN PROPERTY.

Three men and a woman were charged with having stolen property, *viz.* a bag of brass taps, lead, etc., belonging to the Kowloon Dock. The third witness, mistress of the shop, was fined \$100 or three months' imprisonment.

HOUSES OF ILL-FAME.

Inspector Hudson issued eight summonses against people for having prostitutes on their premises. As only one of the defendants put in an appearance at the Court the hearing was adjourned.

DRAGGED FROM A SAMPAN.

The chief officer of the German s.s. *Pittsburg* was charged with assault by an Indian constable. The Indian ordered a sampan for two soldiers at Blakes Pier, and the German got into it. When asked to get out he refused, so the Indian pulled him out, getting assaulted while doing so. The case was dismissed.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

RETURNING FROM BANISHMENT. A Chinaman was sentenced to one year's hard labour and six hours' stocks. A similar case, by the way, was heard before Mr. GomPERTZ and the same penalty was imposed.

DRUNK AND DISORDERLY.

An European, John Crane, by name, was fined \$5 for being drunk and disorderly. He was before the Court for a similar offence last Monday.

ALLEGED KILLING FISH WITH DYNAMITE.

An Indian constable charged the coxswain of the Army launch *Tommy Atkins* with killing fish by means of dynamite cartridges. The case not being proved was dismissed.

MARINE COURT.

Thursday, 9th June.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

TRESPASS.

Mr. Edward Jones, Boating Officer, charged Kwong Pui Sak, the master of a cargo-boat, with disobeying the Harbour Regulations. He said that when coming to the Harbour-master's pier the defendant refused to get out of the way. The defendant was fined \$5 or seven days' imprisonment.

THE FUTURE OF YOHOW.

A PLEA FOR COMMERCIAL TRAVELLERS.

Mr. Alfred B. Harris, Acting Commissioner of Customs at Yehow, in his report on the trade of the port for the year 1903, says:—

The revenue collection and the value of the trade recorded in our returns for the year and review both show a large increase over the figures for the preceding year: Revenue, Hk. Tls. 1,01,077, an increase of Hk. Tls. 1,319; value, Hk. Tls. 3,473,241, an advance of Hk. Tls. 2,243,623—*i.e.*, Imports, Hk. Tls. 1,217,301, and Exports, Hk. Tls. 1,025,725. The report for 1902 stated that the opening of Yehow had not been justified. It is a fact that the expenditures incurred by the Chinese Government at this port is out of all proportion to its receipts from land and wharfage taxes. Of all other benefits, such as stimulation to trade, increase to Imperial revenue, convenience to merchants, etc., it is still early to speak. The trade for the year would, however, give rise to a feeling of greater hopefulness for our future were it not known that interior ports are to be thrown open to foreign residence, with Consular and Customs staffs, and perhaps with foreign merchants. The revenue supervision which could be exercised from Yehow will thereafter be transferred to Changsha and Chang-te. Yehow will resume its older functions—central of the large junk traffic of the province, *viz.* of steamers' port, and, should foreign enterprise make any way into the interior, Yehow will also serve as a port of transshipment in winter months. During the low-water season cargo and passengers are compelled to ship in shallow craft drawing only some 12 inches; if any good trade connections are worked up in the summer months, it will be bad policy to weaken the same by discontinuing shipments, in and out, during the winter season, when moreover, there is a brisk business to be done. Owing to shallows existing during the winter season between Yehow and the marts of Chang-te for the west and Changsha for the south, any trade developments will necessitate, if interruption is to be obviated, transshipment at this port into registered lighters or junks. Whether these boats should be towed by shallow-draught launches, or proceed under their own steam, if specially constructed lighters; or adopt the sail and the tow rope—is a question survey and experience will soon decide. The Inland Navigation Regulations as here worked accord every facility to merchant traffic, and, if foreign residence in the interior does not stimulate both consumption and production, as I have heard experienced European merchants maintain, it is difficult to account for the demand to open more ports on the part of commercial houses. Japanese merchants, however, who have pressed for open ports in Hunan, are of the opinion that residence is advisable, and it is to be hoped that orders will follow their lead. It is impossible not to believe that the presence of the educated and energetic foreign merchant in interior cities does not act as a powerful stimulus to trade. If his presence is not permanent, it should at any rate be periodic. Had the large European houses employed able to speak Chinese, and competent to travel with some degree of comfort in the interior, we should not hear so much said of the advantages offered by the Shanghai market for trade with all parts of this immense Empire. The commercial traveller is an important factor in all European and American commerce, and why is it otherwise in China? As a matter of fact, it is not. But here a reliance is placed on the native broker, while the native broker has not been educated up to the required standard. If it is too much of a grind to learn Chinese, and a wearisome grind it indeed is, why not try the experiment of educating Chinese on commercial lines abroad and employing them as commercial travellers? There is some possibility of a trade route via Chang-te to the west (Kweichow and part of Szechuan) being adopted in lieu of a dangerous journey via Ichang and the Yangtze Gorges. During the year a total value of Hk. Tls. 15,131 went forward under Pass from Yehow by the above route to Kweichow. I am told that these goods encountered no difficulties and that the route is considered a good one.

THE FUTURE OF YOHOW.

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17A, QUEEN'S ROAD CENTRAL.

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Kobe at 5.30 p.m. on Wednesday, the 8th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 10 p.m. on Saturday, the 11th inst.

The C.P.R. steamer *Empress of China* arrived at Kobe at 10 p.m. on Tuesday, the 7th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon yesterday.

The C.N. steamer *Chingta*, from Australian ports, left Manila on the 8th inst., and is expected here on the 11th inst.

The C.N. steamer *Taming* left Manila on the 8th inst., and is expected here on the 11th inst.

The steamer *Mongolia* left Manila yesterday, at 4 p.m., and is due here on Saturday, the 11th inst., at 9 a.m.

The C.N. steamer *Kanva* left Tientsin for Chet-o and this port on the 7th inst., and is expected here on the 11th inst.

The *Else* from Tientsin reports fine weather. The *Shen* from Singapore had a good passage.

The *Glenogle* from Rangoon reports S.W. by winds and fine.

The *America* from San Francisco reports fine weather throughout.

The *Udithia* from Port Natal reports light variable winds and showery from the Sunda Straits.

The *Madeline Rickmers* had a good passage from Bangkok, and the *Fan Sang* likewise from Saigon.

MISCELLANEOUS.

The *Else* arrived from Tientsin yesterday with 1,700 tons of cargo for Messrs. Jensen & Co.

The "Blue Pannel" steamer *Scutler* has 6,500 tons of cargo for Far Eastern ports.

The Toyo Kisen Kaisha have for some time resumed their America line. The *America* from San Francisco, Capt. Woodcock, arrived from San Francisco yesterday.

The *Palatinia* from Barry via Port Natal brought 5,000 tons of coal for Messrs. Bradley & Co.

The *Madeline Rickmers* arrived from Bangkok yesterday with 1,000 tons of rice, coal, and other goods for Messrs. Ba'ley & Co.

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NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

TO LET.

NO. 3, CHANCERY LANE. SIX-ROOMED HOUSE.

Apply to—

R. V.

Care of Daily Press Office.

Hongkong, 10th June, 1904. [1461]

NOTICE.

THE "HOTEL AMERICA" has changed hands, and is under entirely New Management in which Mr. FRED NOLTE has No Further Interest from the 1st June, 1904.

The present proprietors are not answerable for any Debts contracted by the Hotel before that date.

Hongkong, 10th June, 1904. [1462]

NOTICE.

WE have Authorized Mr. DAVID LANDALE and Mr. WILLIAM ARTHUR CARRUTHERS CRICK-SHANK to Sign our Firm, and to Mr. HERBERT IRVING BELL and to Mr. CHARLES EDWARD ANTON we have given the Signature for Procurement.

JARDINE, MATHESON & CO.

Hongkong, 10th June, 1904. [1466]

THE WINE GROWERS' SUPPLY CO.

THE undersigned having been appointed AGENTS for the WINE GROWERS' SUPPLY COMPANY, of Paris, are now prepared to answer enquiries and receive orders for all kinds of Wines and Spirits at 22 and 24, Bank Buildings.

BARRETTO & CO.

Hongkong, 10th June, 1904. [1468]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Captain Hodgkin, will be despatched for the above ports on SUNDAY, the 12th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,

General Managers.

Hongkong, 10th June, 1904. [1464]

JAVACHINA JAPAN LIJN.

FROM JAVA PORTS AND MACASSAR.

THE J.C.J.L. Steamship

"TJIPANAS."

Captain Zwart, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or

Cargo left on board after the 11th June,

will be landed in the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

No Fire Insurance will be effected.

The steamer will be despatched for Kobs

and Yokohama on the 15th inst.

Head Agency of the

JAVACHINA JAPAN LIJN,

Alexandra Buildings.

Hongkong, 9th June, 1904. [1465]

THE HONGKONG WEEKLY PRESS and

CHINA OVERLAND TRADE REPORT

will be ready on 1st day next, and will contain:

Leading Articles—

The

Kowloon-Canton Railway.

Malaria and Plague in Hongkong.

The Japanese Protectorate in Corea.

Shanghai and the China Association.

Hongkong Jettings.

Supreme Court.

War News.

Alfred Memorial Maternity Hospital.

China v. Ceylon Tea.

Banquet to a Queensland Trade Commis-

sioner.

The Treatment of Plague.

Canton Notes.

Pakel Notes.

Manila Notes.

Correspondence—

A Growing Scandal.

Portuguese and Plague.

An Inquiry.

Hongkong's Prison.

China Light & Power Co.

Water Polo.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in

advance, postage 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

addresses sent, including postage 31 cents each,

or \$1 for three copies Cash.

Hongkong, 10th June, 1904.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fine Cracker Factory.

Hongkong, 1st June, 1904. [1467]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

and KYNOC'S SCORING

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 55SS. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

INTIMATIONS

THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

FOR A FEW NIGHTS ONLY.

FANNY STANLEY'S

COMIC OPERA & DRAMATIC

COMPANY.

25 ARTISTES. 25 ARTISTES.

IMMENSE SUCCESS.

TO-NIGHT (FRIDAY), JUNE 10th:

The Great Adelphi Nautical Drama in 5 Acts,

"HARBOUR LIGHTS."

TO-MORROW (SATURDAY), JUNE 11th:

Emotional Drama in 5 Acts,

"EAST LYNNE."

Miss FANNY STANLEY in her Grand

Impersonation as Lady Isabel and

Madame Vio.

MONDAY, JUNE 13th:

Comic Opera,

"LA MASQUETTE."

TUESDAY, JUNE 14th:

Comic Opera, "MIKADO,"

in its Entirety.

WEDNESDAY, JUNE 15th:

Comic Opera,

"THE NAUTICAL GIRL."

All New Scenery and Costumes.

Prices 3, 2 & 1 Dollars.

Plan Now Open at ROBINSON PIANO

COMPANY.

Doors Open 8.30. Over 9 P.M.

Late traus will run after each performance,

also Launch for Kowloon. Representative, T.

Empson.

Hongkong, 4th June, 1904. [1420]

OPENING OF AQUATIC SEASON.

THE COMMITTEE of the VICTORIA

RECREATION CLUB request the

pleasure of the Company of the Ladies of

Hongkong at the CLUB ENCLOSURE,

Austin Road, Kowloon, TO-MORROW

(SATURDAY), the 11th inst., at 4.30 P.M.

Sharp.

The Secretary's Lunch will leave Blake

Pier sharp at 4 P.M. to convey Spectators and

Competitors.

Entrance Fee: Non-Members, 50 cents.

HAROLD C. AUSTEN,

Hon. Secretary.

Hongkong, 9th June, 1904. [1460]

WANTED TO RENT.

A TENNIS GROUND on the Robinson

Road level. Must be cheap. State

terms to—

"TENNIS."

Care of Daily Press Office.

Hongkong, 9th June, 1904. [1455]

WANTED.

By a Gentleman, LESSONS in ENGLISH.

State terms to—

"U."

Care of Daily Press Office.

Hongkong, 9th June, 1904. [1457]

WANTED.

A DOCTOR for about one month for service

on a Cable Steamer. Apply at once to—

SUPP.

Eastern Extension Telegraph Co.

Hongkong, 9th June, 1904. [1458]

WANTED.

By an English Speaking Chinese Gentleman,

a Situation as PRIVATE SECRETARY

and INTERPRETER to English or American

Tourists travelling in China or elsewhere.

Moderate salary. Best references.

Apply to—

T. C.

Care of Daily Press Office.

Hongkong, 16th June, 1904. [1250]

AMONG ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and

Launches. Castings in Brass and Iron

Modern charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903. [1450]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 3 SECONDS.

SIEMSEN & CO.

Hongkong, 5th October, 1900.

MAIL TABLES

FOR

1904.

Mounted on Card ... 30 cents

Paper ... 10 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

PUBLIC COMPANIES

THE PUNJON MINING COMPANY,

LIMITED.

NOTICE.

PREFERENCE SHAREHOLDERS in

the above Company are requested to

attend a PRIVATE MEETING, to be held in

the COMPANY'S OFFICE, No. 13,

Beaconsfield Avenue, on MONDAY, the 13th

JUNE, 1904, at 4 P.M., to discuss the scheme of

reconstruction.

By Order of the Board of Directors.

A. R. LOWE,

Acting Secretary.

Hongkong, 7th June, 1904. [1458]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING of the Company will be held at

the OFFICE of the COMPANY in ALEXAN-

DRA BUILDINGS, on WEDNESDAY,

the 15th of JUNE, 1904, at 11 A.M., when the

subjoined resolution which was passed at an

Extraordinary General Meeting of the Company

held on the 31st of May, 1904, will be

submitted for confirmation as a Special Resolu-

tion.

RESOLUTION.

That the Capital of the Company be increased

to Nine Hundred Thousand Dollars by the

creation of Thirty Thousand New Shares of

Ten Dollars each.

By Order,

A. H. MANCCELL,

Secretary.

Hongkong, 31st May, 1904. [1263]

NOTICES OF FIRMS

NOTICE.

FUKUZO SANO having from the 1st

June, 1904, purchased the business of

M. MUMEYA, Photograph Gallery, 2nd

Floor, 83, Queen's Road Central, All Debts

due to and by M. MUMEYA up to the 1st

June, 1904, will be received and paid by

M. MUMEYA, and the business will be continued

by FUKUZO SANO under the same style of

"M. MUMEYA."

FUKUZO SANO.

Hongkong, 4th June, 1904. [1458]

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO.

beg to notify the public that Messrs.

KUNG HING & CO., 474, Des Voeux Road

West, are the SOLE AGENTS for the sale of the

Company's Coke and Tar, and that all orders

should be sent to the said Agents direct.

GEORGE CURRY,

Local Secretary.

Hongkong, 8th June, 1904. [1447]

A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the

above Company has This Day been

REMOVED to ALEXANDRA BUILD-

INGS, DES VOEUX ROAD, 2ND FLOOR.

A. H. MANCCELL,

Secretary.

Hongkong, 23rd May, 1904. [1317]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

INTIMATIONS

NO Toilet Requisites are Complete without these Soaps—
PLANTOL FLORAL BOUQUET SOAP.
 Guarantied made from Fruit and Flowers and to contain no Animal Fat. It is most soothing and refreshing to Delicate Skins.
STAR LIGHT SOAP.
 Pure and Economical, agreeably highly perfumed, and a Perfect Toilet and Nursery Soap; also CEDAR, GLYCERINE, and TAR SOAP.
 Now on show,
H. RUTTONJEE,
 No. 5, D'Aguilar Street,
 or
 35 to 38, Elgin Road, Kowloon.
 Hongkong, 9th June, 1904. [1456]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the **ITALIAN FAR EAST TRADING COMPANY**, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—
 A representation of a swan on water with wings raised, in the name of the **ITALIAN FAR EAST TRADING COMPANY**, who claim to be the sole proprietors thereof.
 The TRADE MARK is intended to be used by the applicants forthwith, in respect of the following goods:—
 Needles and metal goods in class 13.
 A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
 Dated the 10th day of May, 1904.
GEO. K. HALL BRUTTON,
 Solicitor on behalf of the Applicants,
 Nos. 39 & 41, Des Vaux Road, Hongkong. [1214]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the **ITALIAN FAR EAST TRADING COMPANY**, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—
 A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters **羅能行洋順道** and below are the words **ITALIAN FAR EAST TRADING CO.** who claim to be the sole proprietors thereof.
 The TRADE MARK is intended to be used by the applicants forthwith, in respect of the following goods:—
 Chemical substances mainly in manufactures, photography or philosophical research, and antiseptics, in class 1.
 A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
 Dated the 10th day of May, 1904.
GEO. K. HALL BRUTTON,
 Solicitor on behalf of the Applicants,
 Nos. 39 & 41, Des Vaux Road, Hongkong. [1215]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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 A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters **羅能行洋順道** and below are the words **ITALIAN FAR EAST TRADING CO.** who claim to be the sole proprietors thereof.
 The TRADE MARK is intended to be used by the applicants forthwith, in respect of the following goods:—
 Cotton piece goods of all kinds in class 24.
 A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
 Dated the 10th day of May, 1904.
GEO. K. HALL BRUTTON,
 Solicitor on behalf of the Applicants,
 Nos. 39 & 41, Des Vaux Road, Hongkong. [1216]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the **ITALIAN FAR EAST TRADING COMPANY**, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—
 A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters **羅能行洋順道** and below are the words **ITALIAN FAR EAST TRADING CO.** who claim to be the sole proprietors thereof.
 The TRADE MARK is intended to be used by the applicants forthwith, in respect of the following goods:—
 Tarpanins, Tents, Rickshaws, Rope, twine in class 50 (7).
 A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
 Dated the 10th day of May, 1904.
GEO. K. HALL BRUTTON,
 Solicitor on behalf of the Applicants,
 Nos. 39 & 41, Des Vaux Road, Hongkong. [1217]

INTIMATIONS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the **ITALIAN FAR EAST TRADING COMPANY**, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—
 A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters **羅能行洋順道** and below are the words **ITALIAN FAR EAST TRADING CO.** who claim to be the sole proprietors thereof.
 The TRADE MARK is intended to be used by the applicants forthwith, in respect of the following goods:—
 Cotton goods (not included in classes 23, 24 and 38) such as cotton brails and lams brails in class 25.
 A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
 Dated the 10th day of May, 1904.
GEO. K. HALL BRUTTON,
 Solicitor on behalf of the Applicants,
 Nos. 39 & 41, Des Vaux Road, Hongkong. [1218]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING
 THE LEADING MINERAL WATER OF THE EAST
 Bottled in Japan by H. E. BEYKELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
 Hongkong, 31st July, 1903. [1166]

A GOOD TIP?

THE distressing symptoms which follow over-indulgence in stimulants, excessive smoking, indigestion, or undue excitement are promptly overcome by the use of **Abbey's Effervescent Salt.**

If you have a coated tongue and a bad stomach, a teaspoonful of **Abbey's Salt** in a glass of water upon arising will immediately cleanse the tongue and sweeten the stomach. Try it!

Abbey's Salt is a pleasant cooling invigorating effervescent tonic laxative, it regulates the action of the stomach, Liver, Bowels, and the system generally, it aids digestion, promotes excretion, purifies the blood and clears the complexion.

Abbey's Salt also makes a delicious refreshing and invigorating draught at any time, tasting not unlike Soda Lemonade and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists or Stores and by **WATKINS LTD.** and **A. S. WATSON & CO., LTD.**, Hongkong. [1440-2]

THE

JOB PRINTING

DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST

AND MOST UP-TO-DATE APPLI-

ANCES FOR THE PRODUCTION OF

FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

CIRCULARS,

AND

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND

WITH THE GREATEST DESPATCH,

UNDER THE DIRECT SUPERVISION

OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES

AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES

WHICH COMPARE FAVOURABLY

WITH ANY OTHER PRINTING ESTABLISHMENT IN THE FAR EAST

ESTIMATES FURNISHED.

Hongkong, 1904.

THE BRITISH MERCANTILE MARINE.

MERCHANT SHIPPING BILL.

In the House of Lords on the 9th ult. Lord WOLVERTON moved the second reading of a Bill to amend the Merchant Shipping Acts, 1894 to 1900. His Lordship said it gave effect to the recommendations of a departmental committee appointed by the President of the Board of Trade in 1902 to consider the causes of the large and increasing employment of foreigners and lascars in the British mercantile marine. According to the latest return, the total number of persons employed in the mercantile marine in June, 1902, was 253,540. Of these 174,538 were British, 39,835 foreigners, and 39,137 lascars and other Asiatics. Those figures showed how necessary it was that something should be done to attract British sailors back into the mercantile marine. He did not desire to say a single word of criticism of the employment of foreigners in the mercantile marine; but many captains of vessels examined before the committee had declared that if they got into a tight place they would prefer to have British seamen at their back, a view which he was sure their lordships would endorse. (Hear, hear.) He had heard it said that the Bill was grandiose legislation; but if legislation which had for its object the improving of the lives and the increasing of the happiness of British seamen was grandiose, he did not object to the term. The Bill in its first two clauses provided that every British foreign-going ship of 1,000 tons burden should carry a cook properly certificated, and that such ships should submit their provisions to inspection. It was not intended that the inspection of food should be drastic, but that the Board of Trade should have power to inspect the provisions of any vessel in what they considered a suspicious case. Clause 3 provided that seamen should have an elementary knowledge of English, so that they should understand simple orders. He thought their lordships would generally approve of the proviso relating to the suspension of the certificates of discharge in order that desertions and failures to join might be checked. The seals of provisions which was provided for in the schedule of the report had been adopted by the Board of Trade, and was recommended by them to shipowners. (Hear, hear.)

Lord MUCKERY said that in the eye of the Marine Department of the Board of Trade a ship's cook should be certificated, while those who navigated the vessel need not be certificated. Under the Merchant Shipping Act at present large liners could go to sea with only a certificated master and one certificated officer. He saw no reason why a ship's cook should be a seafaring man, and thought there should be a provision for the cancellation of his certificate in case of misconduct. When the Bill was in Committee he should move amendments on these points.

Lord INVERCYDE welcomed the Bill as much for the spirit it indicated as for the provisions it contained. At the present time shipowners had to face keener competition than they had ever had to meet before, and what they asked in connexion with Bills of this character was that whatever restrictions were applied to British ships should be made to extend to foreign ships coming into our ports. Much of the legislation dealing with the shipping industry was out of date. It was passed when the conditions were entirely different from those which existed today, and those who were connected with the industry felt that something should be done, not only to bring that legislation up to date, but also to enable British shipowners to compete with those of other nations on exactly the same terms. He proposed, not at all in any spirit of hostility to the Bill, to submit a few amendments in Committee, and he hoped these would receive the favourable consideration both of the Board of Trade and of that House.

Lord ELLENBOROUGH considered the Bill a very good one; he only wished it went a little further.

Lord BRASSEY congratulated the Government on the introduction of a measure which, though of limited scope, dealt with real evils. Some of the provisions in the Bill, such as that requiring an adequate knowledge of the English language, were in conformity with the recommendations of the most recent committees on manning. But it was not possible to deal by legislation with the conditions under which the manning of our mercantile marine was gradually passing more and more from men of our race into the hands of foreigners. In 1890 foreigners were 8.05 per cent. of the total number employed. The proportion had increased to 21.14 per cent. The cause of the decrease in the number of British seamen and firemen was not far to seek. For deck duties in steam vessels few qualified seamen were required. In the stokehold the work was not attractive to the best class of our working people. Board schools created a taste for other forms of employment. On trade routes more suitable white men continued to be employed. The quality of British crews depended to a large extent on the rate of wages. High pay attracted good men. They could not fix wages by legislation. But the numbers of our naval reserve should be largely increased and thoroughly trained. We should have on our muster-rolls, as the French had, not less than 100,000 men. The retainers and the pay when under retaining would supplement the wages which shipowners, under the pressure of severe competition, were able to give. Such a policy would make our sea service more attractive. The cost could be covered by arresting the growth, and by gradually reducing the numbers of the permanent force of the Navy to not exceeding 100,000 men. In this way our resources for manning the Navy in an emergency might be increased, our expenditure in time of peace might be cut down,

and the discredit which was coming upon us as a nation, as the owners of a vast tonnage manned by foreigners, would be removed.

The Bill was then read a second time. In answer to Mr. Loder, who inquired what steps he had taken, or proposed to take, to carry out the recommendations of the committee appointed last year to inquire into certain questions affecting the mercantile marine, Mr. Gerald Balfour said:—A Bill to give effect to the first four recommendations of the committee to which my hon. friend refers has been introduced in another place. The Bill proposes to require sea cocks to be certificated in certain cases, to extend the present system of inspection of ships' provisions, to ensure some knowledge of the English language on the part of seamen engaged in the United Kingdom, and to provide a deterrent for the offences of failure to join a vessel after signing articles. Other recommendations of the committee shown on page 11 of the report [Cd. Paper 1607] have been dealt with as follows:—The recommendation in favour of efforts being made to increase the number of merchant seamen who are members of the Royal Naval Reserve has been brought to the notice of the Lords Commissioners of the Admiralty. Departmental action has been taken to give to seamen who feel unjustly treated when they receive an adverse character report on discharge a right of appeal to the superintendent of the mercantile marine office where they are paid off. My right hon. friend the Secretary of State for the Home Department has made regulations facilitating the naturalization of foreign seamen who have served an adequate time (five years, including residence in the United Kingdom) on British ships, provided that they intend to continue to serve or to reside in the United Kingdom. Steps have been taken to facilitate and encourage the adoption of the provision scale recommended by the committee. This recommendation, together with those in favour of comfortable living quarters for seamen on board ship and the training of boys with the object of increasing the number of British seamen, has been commended to the leading associations of shipowners. The desirability of officers possessing a knowledge of the elements of medicine and surgery (recommendation No. 8) was brought to the notice of the chief associations of owners and officers.

PURE FRESH WATER.
THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.
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J. W. KEW,
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 1st Floor, 37, Connaught Road
 Hongkong, 13th June, 1903. [13943]

RUIANT PERE & FILS, REIMS

Established 1719.
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 Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.
 Hongkong, 18th May, 1903. [1264]

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The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
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 Hongkong 25th July, 1903. [45]

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"The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication."

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MESSRS. KELLY & WALSH, Hongkong;

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DAVID CORSAIR SON'S

MERCHANT NAVY NAVY BOILED ONG FLAX RELIANCE CROWN TAIPAILING ARNOLD, KARBBERG & CO., Sole Agents. [3486]

THE World's Remedy
 Food, well digested, is the origin of strength. To be strong and healthy, assist your stomach, liver, and kidneys to do their work perfectly by taking **Mother Seigel's Syrup**, which contains food-digesting ferments and gentle tonics for the stomach, and has cured more dyspeptics than any other medicine in the world.

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"I suffered terribly from indigestion," writes Mr. George Collier, of 56, Baronia Street, Redfern, Sydney, N.S.W., on Oct. 11th, 1903. "Whatever I ate seemed to stick in my throat and caused frightful pains in my chest. Now, thanks to Mother Seigel's Syrup, I am never troubled with indigestion, pains, loss of sleep, or any other ailment and am as well as ever before in my life." **FOR Indigestion.**

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APPLY TO—

CHINA EXPORT, IMPORT, & BANK COMPAGNIE,
 2, CONNAUGHT ROAD. SOLE AGENTS. [1344]

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 Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and are executed any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

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PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [13]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN, 37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [164]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 11th JUNE, 1904, at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET, A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, including:

A FEW FINE ENGRAVINGS. (Full Particulars from Catalogue). On view from Friday, the 10th June, 1904. Catalogues will be issued. TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer. Hongkong, 8th June, 1904. [1452]

LOST.

ONE OFFICIAL SHIP'S REGISTER of the American Schooner "U.S. LEEDS." Finder please return same to the Office of the Daily Press and receive reward. Manila, P.I., 23rd May, 1904. [1357]

SURGEON DENTIST.

No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903. [9]

SHIPPING.

ARRIVALS.
June 8, SHANGHAI, British str., 1,307, J. B. Harris, 5th June, 1904.—BUTTERFIELD & SWIRE.
June 9, AMERICA MARU, Japanese str., 3,400, Wm. Wood, 6th June, 1904, Mails and General. Toyo Kisen Kaisha.
June 9, ELISE, German str., 905, T. Petersen, 6th June, 1904, J. B. Harris & Co.
June 9, FAIRBANK, British str., 1,410, Mitchell, 6th June, 1904, General.—JARDINE, MATHESON & CO.
June 9, CLARENCE, British str., 2,399, W. Matheson, 6th June, 1904, 2nd May and Singapore 4th June, General.—CHINESE.
June 9, HEATHFORD, British str., 2,436, Coward, 6th June, 1904, Coal.—BRADLEY & CO.
June 9, MADRID, German str., 2,332, C. S. Smith, 6th June, 1904, Coal.—BRADLEY & CO.
June 9, PALATINA, British str., 2,332, C. S. Smith, 6th June, 1904, Coal.—BRADLEY & CO.

CLEARANCES.
At the Harbour Master's Office.
9th June.
Alma, German str., for Tsingtau.
Apenrade, German str., for Pahlou.
Hailan, French str., for Hailou.
Phagen, French str., for Saigon.

DEPARTURES.
9th June.
AMABA, British str., for Hongkong.
AMERICA, British str., for Hongkong.
BOHNE, German str., for Sandakan.
CHOWFA, German str., for Bangkok.
CHOYANG, British str., for Canton.
EMMA LUI, German str., for Kowloon.
FLORENCE, British str., for Ningbo.
GLORIE, British str., for Shanghai.
GRACE, German str., for Cebu.
HANAU, French str., for Hongkong.
KWEIYANG, British str., for Ningbo.
MAHIDE, German str., for Swatow.
ORIENT, Norwegian str., for Kobe.
RINA, Norwegian str., for Bangkok.
SACHSEN, German str., for Europe.
SIAM, British str., for Singapore.
TELEMACUS, British str., for Saigon.
TITANIC, Dutch str., for Macassar.

VESSLS ON THE BERTH.
9th June.
AMERICA DOCK—Apenrade.
KOWLOON DOCK—U.S.S. Wisconsin, Hongkong, U.S.S. Pathfinder, U.S.S. Wilmington, U.S.S. Decatur, U.S.S. Barry, U.S.S. Chauncey, Mahide.
COSMOPOLITAN DOCK—Hongkong, China, U.S.S. Chauncey.

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Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENEVA, also VENICE and TRIESTE, all MEDITERREANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.
"CAPRI."
Captain Belsito, will be despatched as above TO-DAY, the 10th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 1st June, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
YOKOHAMA AND KOBE VIA MOJI.
The Steamship
"AUSTRALIAN."
Captain McArthur, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A fully qualified Surgeon and Stewardess are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 8th June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.
Proposed sailings from Hongkong, 1904.
About 10th June.
"SATSUMA" ... 10th June.
"RICHMOND CASTLE" ... 24th June.
"ST. PILLANS" ... 30th June.
"LOWTHER CASTLE" ... 31st July.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 7th June, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the Brazils, to SOUTH AMERICA, PANAMA GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.
The Company's Steamship
"VINDOBONA,"
Captain Collet, will be despatched as above on WEDNESDAY, the 22nd June, P.M.
For information as to Passage and Freight apply to
SANDER, WIELER & CO., Agents.
Princes Building.
Hongkong, 23rd May, 1904.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Cornhill Road Central.
Hongkong, 15th March, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	J. M. Montford	P. & O. S. N. Co.	8th inst., at Noon.
LONDON & ANTWERP.	AGAMENNON	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP.	YANGTZE	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP.	KINTOCK	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	MOYNE	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	BENMORE	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	AUTRALIAN	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	P. MARIE	Dan. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
BREMEN, VIA PORTS OF CALL.	ZIETEN	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
BREMEN, VIA PORTS OF CALL.	SEGOTIA	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
BREMEN, VIA PORTS OF CALL.	BATAVIA	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
HAMBURG DIRECT.	NURNEBERG	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
HAMBURG DIRECT.	C. FRED LAEISZ	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
HAMBURG DIRECT.	BADENIA	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
HAMBURG DIRECT.	SATSUMA	Ger. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
TRIESTE, &c. VIA SINGAPORE, &c.	VINDOBONA	Aus. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
GENOA, MARSEILLES & LIVERPOOL.	TEENKAI	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
GENOA, MARSEILLES & LIVERPOOL.	KEEMUN	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	SENeca	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
DURBAN.	COURTNEY	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
VANCOUVER, VIA SHANGHAI, &c.	REXIAN	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	STENTOR	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TRENTON	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
AUSTRALIAN PORTS.	ARAGONIA	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	CHINOTU	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
YOKOHAMA & KOBE VIA MOJI.	SARDINIA	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
KOBE.	AUSTRALIAN	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
SHANGHAI.	CHINOTU	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
SHANGHAI.	TAIWAN	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
SHANGHAI.	CHANGCHOW	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
POOCHOW, VIA SWATOW & AMOY.	BENGAL	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
TAMU, VIA SWATOW & AMOY.	TRUMP	Jap. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
TAMU, VIA SWATOW & AMOY.	M. SERVE	Jap. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
AFIPING, SWATOW & AMOY.	SAVON	Jap. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
SWATOW, AMOY & FOCHOW.	TRITON	Jap. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
SWATOW, CHEFOO & TIENTSIN.	HAICHING	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MANILA DIRECT.	KANAU	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MANILA DIRECT.	RUBI	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MANILA DIRECT.	TRENTON	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
MANILA DIRECT.	TAMING	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
CEBU & LILLOI.	ZAFIRO	Brit. str.	Webster	BUTTERFIELD & SWIRE	21st inst.
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	CAPRI	Ital. str.	Webster	BUTTERFIELD & SWIRE	21st inst.

VESSLS ON THE BERTH.
STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at Philippine Ports).
THE Steamship
"SENECA."
Will be despatched as above on or about the 15th June.
S.S. "SCHUYLKILL" on or about the 1st July.
For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.
Hongkong, 21st May, 1904.

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and service), \$3. Return Ticket \$5.
3rd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3.
Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.
THE British steamship
"YING KING."
Capt. Wm. Robinson, of 1,189 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd " ... 1.50 " " "
Mails ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
"PAUL BEAU."
Captain Frangul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
The S.S. "CHARLES HARDOUN,"
Captain Merle, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
These two magnificent and up-to-date steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30
The Company's Wharf is at the end of Queen Street, Praya West.
For further particulars, apply to
J. LANDOLT, Agent,
The Pharmacy, Queen's Road Central.
Hongkong, 23rd March, 1904.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Cornhill Road Central.
Hongkong, 15th March, 1904.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Cornhill Road Central.
Hongkong, 15th March, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
FOR
YOKOHAMA, VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA (Passing through the Inland Sea).
STEAMERS
TO SAIL
REMARKS.
About 10th June } Freight and Passage.
About 16th June } Freight and Passage.
Noon, 18th June } See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 10th June, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SEGOTIA ... HAYRE, BREMEN and HAMBURG ... On 14th June. Freight.
BATAVIA ... HAMBURG DIRECT ... On 28th June. Freight.
NURNEBERG ... HAYRE and HAMBURG ... On 6th July. Freight.
C. FRED LAEISZ ... HAYRE and HAMBURG ... On 26th July. Freight.
BADENIA ... HAYRE and HAMBURG ... On 10th Aug. Freight.
BAMBERG ... HAYRE and HAMBURG ... On 25th Aug. Freight.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 11th June, 10 A.M.
ZAFIRO	2540	A. Fraser	Manila direct.	Sat., 18th June, 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 20th May, 1904.

OSAKA SHOSEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 12th June, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"TRITON"	WEDNESDAY, 15th June, at 10 A.M.
TAMU, VIA SWATOW AND AMOY	"H. KRAFT"	SUNDAY, 19th June, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"H. A. HANSEN"	WEDNESDAY, 22nd June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 9th June, 1904.
T. ARIMA, Manager

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"ARAGONIA" 5,198 Schults June 14th, 1904.
"NICOMEDIA" 4,370 Wagner July 14th, 1904.
"ARABIA" 4,483 Bahle August 14th, 1904.
"NUMANTIA" 4,370 ... September 14th, 1904.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 30th May, 1904.

NORTHERN PACIFIC LINE.
BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA—VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
SHAWMUT	4,417	G. V. Williams	Thursday, August 4th
TREMONT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,606 tons. T. W. Garlick About 13th June.
S.S. SHAWMUT 4,417 tons. W. M. Smith About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 26th May, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" 5,000 Tons. WEDNESDAY, 22nd June.
R.M.S. "EMPERESS OF JAPAN" 5,000 Tons. WEDNESDAY, 13th July.
R.M.S. "ATHENIAN" 3,852 Tons. WEDNESDAY, 20th July.
R.M.S. "EMPERESS OF CHINA" 5,000 Tons. WEDNESDAY, 3rd Aug.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 10th Aug.
R.M.S. "EMPERESS OF INDIA" 5,000 Tons. WEDNESDAY, 24th Aug.
Hongkong to London, 1st Class ... via St. Lawrence Ave via New York \$62.
Intermediate on Steamers ... 240.
and 1st Class Rail ... 212.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK Acting General Agent,
9, Pedder Street.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in RUSSIA.

STEAMERS.	SAILING DATES.
ZIETEN	22nd June
SEYDLITZ	WEDNESDAY 6th July
ROON	WEDNESDAY 20th July
PRINZ REGENT LUITPOLD	WEDNESDAY 3rd August
PREUSSEN	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNEISENAU	WEDNESDAY 14th September
BAYERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 22nd day of JUNE, 1904, at NOON, the Steamship "ZIETEN," Captain Wilhelm, with MAIL'S, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 20th June. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 21st June, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 21st June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOHRS & CO., AGENTS.
Hongkong, 9th June, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	"KINTUCK"	On 13th June.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 14th July.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	"KINTUCK"	On 13th June.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 14th July.

HOMWARDS.

FROM	STEAMERS	TO
GENOA, MARSEILLES and LIVERPOOL	"TEENKAI"	On 15th June.
LONDON AND ANTWERP	"AGAMEMNON"	On 21st June.
LONDON AND ANTWERP	"YANGTZE"	On 5th July.
LONDON AND ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 25th July.
LONDON AND ANTWERP	"MOYUNE"	On 2nd August.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"STENTOR"	On 10th June.
	"OANFA"	On 17th July.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CEBU AND ILOILO	"SUNGKIANG"	On 10th June.
SHANGHAI	"TAIWAN"	On 10th June.
SHANGHAI	"CHANGCHOW"	On 14th June.
MANILA	"TAMING"	On 15th June.
KOBE	"CHINGTU"	On 16th June.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 24th June.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th June, 1904.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 11th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th May, 1904.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,

at 1 P.M., the Company's Steamship

"AUSTRALIEN," Captain Veron, with

Mail, Passengers, Specie and Cargo, will

leave this Port for MARSEILLES via Port of

Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till NOON

only on Monday, the 13th June. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must

be left at the Agency's Office. Contents and

Value of Packages are required.

For further particulars, apply at the Company's

Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd June, 1904.

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"COURTFIELD,"

Captain Martin, will be despatched as above on or about the 18th June.

Cargo to be loaded 10th to 15th June.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 31st May, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION CO.'s fortnightly

SERVICE to CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rabbatino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence delivery

may be obtained. Perishable Goods to be

taken delivery of immediately.

All damaged packages must be left in the

Godowns, and a certificate obtained from the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

10th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 3rd June, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Sachs, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

To-day, the 7th inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 14th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th June, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRASAMHA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees

of Cargo are hereby requested to

send in their Bills of Lading for counter-signa-

ture, and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th June, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.,

To-day, the 8th inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 14th instant, will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on Tuesday, the 14th instant, at

9.30 A.M.

All Claims must reach us before the 19th

instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 8th June, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 10th instant.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M., on the 16th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 16th inst.,

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

15th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th June, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

Eclipse, British 4-m. barque, J. McBryde—

Standard Oil Co.

Lyndhurst, British 4-m. barque, Parnell—

Standard Oil Co.

Ond, Norwegian barque, Arnoldson—Shewan,

Tomes & Co.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, COREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHER-

LANDS INDIA, PHILIP-

PINES, BORNEO, &c.,

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR

1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Nether-

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Not only is the Directory as full and complete

in each case as it can be made, but each Colony,

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Tourist, giving every detail in connection with

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The Information in these Descriptions, con-

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statistics of the Trade of each Country and

Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

